

National Waterway No. 2—Dhubri-Sadiya stretch (891 Km) of river Brahmaputra.

National Waterway No. 3—Kollam-Kotiapuram stretch of West Coast Canal alongwith Champakara and Udyogmandal Canals (205 Km).

Techno-economic feasibility studies for assessing the potential/ navigability of the following waterways have been conducted.

1. The Sunderbans.
2. The Barak River
3. Kakinada-Mercaunam canal integrated with rivers Krishna and Godavari
4. East Coast Canal integrated with Brahmani river
5. DVC Canal
6. Extension of NW-3 upto Kovalam in the South and Kasargode in the North.

(d) Government long term objective is to develop all potential waterways for navigation and shipping to promote trade and commerce. However, they will need to have prioritization and phasing. This will, *inter alia*, depend on availability of resources.

#### **Damage to docks by storm**

1625. SHRI SATISH PRADHAN: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the recent storm in the country has caused damage to the docks;

(b) whether it is also a fact that due to this damage ships are not able to go into the sea; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (c) No, Sir. However, the western leaf of the storm gate of Indira Dock entrance lock of Mumbai Port was uprooted and collapsed into the sea on 24.5.2001 due to the prevailing cyclonic conditions. Out of 11 vessels inside the basin on 24.5.2001, 7 vessels sailed out by 30.5.2001 and the remaining sailed out by 4.6.2001.